way of land compensation. It might pass from the Pallikonam *thodu*, go in a southerly direction for some distance and then pass through *poramboke* lands on the southern side of the Pallikal *veedu* or pass eastwards through narrow *poramboke* lands, cross Kodimatta and join the Aruttuvetti canal.

Dewan's reply.—I have inspected the Kottayam hospital building and I see no objection to the continuance of the hospital there. It is a very airy and commodious building. I have not received any complaints as to want of accommodation. The insufficiency of cots for patients is a separate matter and it could be remedied without difficulty. The out-patients' dispensary is a separate block. There are some *tatti* partitions in it. I have already ordered that the *tatties* should be removed and that wooden screens with windows and doors should be provided. There is another want in the hospital, *viz.*, a lying-in ward. Arrangements are being made to put up a lying-in ward.

As regards the need for the extension of the market at Kottayam, I inspected it with the late Municipal Chairman, Mr. Thomas, and I made some suggestions to him. The Municipality has done nothing by way of giving practical effect to those suggestions. Without a concrete proposal from the Council, it is not possible to say what can be done by Government and what by the Municipality.

As regards your desire to locate the public offices at Kottayam close to one another, it is a matter in which I am in entire agreement with you. All the offices, and especially the courts where vakils have to appear, should be in one place, and we are keeping that idea in view. But it cannot materialise so soon.

Member.—My proposal is to shift the Munsiff's court to the temporary shed proposed to be put up for the Second Judge's court in the present District Court compound.

Dewan's reply.—I shall write to the High Court.

The connecting of the Pallikonam and the Aruttuvetti canals will, the Chief Engineer says, make the latter canal less navigable and useful. There are engineering difficulties in the way and the matter requires further investigation. Two alternative routes were examined and both were found unsuitable.

80. Some urgent needs of the Changanachery taluk in the matter of communications.

Mr. Parameswara Kurup Eravi Kurup (Member, Changanachery Taluk) emphasised the importance of traffic in the Changanachery taluk and prayed for the conversion of the two 6 feet paths from Putupalli to Karukachal and from Karukachal to Mallappalli respectively into cart roads, with the necessary bridges and culverts. The lands required for these roads were acquired nearly 25 years ago. The first road was six miles long; and if it was converted into a cart road, it would be beneficial to the inhabitants of the eastern portions of the Changanachery, Tiruvalla and Chengannur taluks, as also to the inhabitants of Manimala and other places in the Peermade taluk, afford easy access to the public offices and courts at Kottayam, to the cattle markets at Kottayam and Putupalli, to the bi-weekly market at Tirunakkara, to the educational institutions at Kottayam and to the sacred places (both of Hindus and Christians) at Putupalli, Tirunakkara, Ettumanur, Vaikam, etc. The distance from Karukachal to Kottayam would be shortened by 11 miles, with the result that some saving could be effected in the mileage to touring officers. This saving alone would be enough to cover the cost of the road. Three bridges and some culverts might also be necessary.

Some 7 or 8 years ago an estimate for Rs. 3,800 was prepared for constructing the road from Putupalli to Karukachal and a sum of Rs. 2,500 was sanctioned for the purpose. Only some earth work was being done every year and it was washed away during the rains. The early completion of this road with the bridges on it was necessary.

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The road from Karukachal to Mallappalli was of equal importance, seeing that Mallappalli was a busy centre for the inhabitants of the eastern portion of the Changanachery taluk at present.

Another important requirement of the taluk was the cutting of the Chalakal *thodu*. The canal, if opened, would prevent submergence of the wet lands in Vakattanam, provide a convenient water communication from Changanachery to Putupalli, and facilitate the transport of manure to the *punja* lands in the Changanachery taluk so as to enable the raising of an annual crop instead of a biennial crop as at present. As this work was likely to benefit over 1,500 acres of *punja* lands, Government considered that the land-holders benefited should guarantee to pay half the interest, viz., Rs. 1,818 on the capital outlay, and this was agreed to by the parties concerned. Government then sanctioned Rs. 30,310 and land was acquired and the work begun. On the outbreak of the great war, however, the work was suddenly stopped. On further representation, a fresh estimate was called for and one for Rs. 28,000 had been submitted. This *thodu* would pass through 7 or 8 miles of *punja* fields, render them cultivable annually and bring in additional revenue to Government. He, therefore, prayed for the speedy execution of the work.

Lastly, as regards the Kuttipuzha *thodu*, the Public Works Department had reported to the Government that it would be beneficial only to the Kaviyur *punja* lands. But the canal, if constructed, would be of immense benefit to the *punja* cultivators of the Changanachery and Tiruvalla taluks also. The Member prayed that it might be constructed without delay.

Dewan's reply.—In regard to the road from Putupalli to Karukachal and from the latter to Mallappalli, the estimate for the first section has been sanctioned and an allotment provided in the budget of this year. The Chief Engineer says that the work is going on. For the second section an estimate for Rs. 5,100 has been sanctioned and it is also being worked this year. He says that both these estimates are for making the road efficient. You say that money is being spent in driblets and that this is why the road does not improve. That is not the Chief Engineer's view.

Member.—The Putupalli road is 6 miles long and a sum of Rs. 2,830 is not sufficient.

Dewan.—From the length of the road you cannot say that the amount is insufficient. We have sanctioned the whole of the estimated amount this year.

In regard to Chalakalpadam canal, that is a work partly executed and it requires about Rs. 30,000 more to complete. I shall inspect this canal and see whether the estimates should be sanctioned or not. The heavy cost is due to the fact that much rock-blasting has to be done. If the work can be done with one-half the amount, I shall sanction the estimate immediately.

Member.—We cannot say.

Dewan.—Rs. 30,000 is not a small sum. Last year also I said the same thing. The Member who spoke last year on this subject said that the work need not cost so much. If you undertake to do the work cheaper, I shall sanction the estimate at once.

In regard to the Kuttippuzha canal, your representation requires consideration. It is a prohibitive work and not less than two lakhs of rupees will be required for it. The Executive Engineer, Kottayam, reports that, if the Tiruvalla-Kozhancheri road is raised in connection with the proposed bridge over the Manimala river at Vallankulam, it will be possible to keep out the floods of the river from the Kaviyur *ela* and to drain the catchment of the *ela* by a small culvert at Kuttippuzha. So you will have to wait till the bridge is constructed.

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